



Light Duty Electric Vehicle Infrastructure 2021 Funding Opportunity Q&A
Last updated 7/6/2021

Note: **Bold underlined text** reflects new language. Deleted language appears in ~~strikeout text~~.

1. Can we layer incentives, Edison's Charge Ready Transport?

*Co-funding with state, federal, local, non-profit, or private revenue sources is encouraged. In your budget, show all sources of funding (**indicate whether secured or unsecured**), broken up by line item, and showing only Eligible Costs.*

*Charging sites must fill geographic gaps. **Match/co-funding may NOT include funds from not met by SB350, Electrify America, and California Energy Commission Programs. The Southern California Edison's Charge Ready Transport Program is a program approved by the CPUC NOT under SB350, and therefore would not meet this criterion-be eligible as match/co-funding.***

2. Are we penalized for larger projects even if the site host volunteers a higher percentage of cost share? Are projects rated higher if they are smaller?

No, charging sites will be ranked based on the requested VW Trust funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly. See "Evaluation Process" in the solicitation for more information.

3. Will cost sharing a higher percentage award us higher ranking?

Charging sites will be ranked based on the requested VW Trust funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly.

4. Are utility incentives considered a part of cost sharing?

Yes, all funds that are not VW Trust funds can be considered as match/co-funding. In your budget, show all sources of funding, broken up by line item, and showing only Eligible Costs.

5. Does VW keep the LCFS credits for 3 years or for the operational life of the chargers?

VW does not keep any Low Carbon Fuel Standard (LCFS) credits generated by the funded charging stations. Contractors/Project Beneficiaries may claim all LCFS credits generated by the charging stations funded through this Program.

6. What if the project is larger than \$4 million, can we apply to cover part of the project?

Applicants may apply for up to \$7.5 million in Trust funds by submitting one or more lists. The Air District will cap the award to any one applicant at \$4 million.

7. Is there a limit on different addresses per application?



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No, there is no limit on how many addresses you can submit per application. However, each list is limited to proposals requesting up to \$2.5 million.

8. Is there preference for installations on Indian tribes?

No. Charging sites on Indian tribal lands are eligible, if they meet all other requirements, and will be ranked and scored based on the evaluation criteria described in the solicitation.

Note that the Court approved two Trust Agreements: one for the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico, and one for the separate \$55 million allocation for federally recognized Indian tribes in the U.S. For more information about the Trust Agreement for Indian tribes, visit: www.vwenvironmentalmitigationtrust.com/tribe-trust and <http://www7.nau.edu/itep/main/volkswagensettlement/>. Tribes located in California are eligible to apply for funds from both California's Trust allocation and the separate allocation for Indian tribes.

9. I am looking for EVSE funding for police and fire department vehicles that will not be publicly accessible.

This program does not require charging stations to be publicly accessible for workplaces and MDUs. To sign up to be a project beneficiary, enter your information on [this form](#). A list of project beneficiaries will be posted online and will be available for applicants to contact and include as part of their application. For other funding opportunities, you can connect with your local air district to hear about other incentive options.

10. Is there an application portal we can start submitting projects?

The application portal is available online at https://cleanairgrants.fluxx.io/user_sessions/new.

11. Will there be a list of the contractors that we can contact?

No, applicants/potential contractors will be contacting the project beneficiaries.

12. So, if I am reading this correctly, an apartment owner who wants to put EV charging stations in their properties, need not apply unless they have a need for a minimum of 200 Level 2 machines?

An apartment owner can sign up to be a project beneficiary. They would need to partner with an applicant who can include them as part of their application. The project beneficiary sign-up form is [available online](#). This list will be published (and updated frequently) on the [California VW website](#).

13. Can you please send me draft guidance on this program. What is the geographic area for the project to be eligible. Can you provide list of cities or zip codes?



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The solicitation is [available online](#).

A list of eligible geographic areas is not available. Projects must be located in California and must fill geographic gaps. **Match/co-funding may NOT include funds from** ~~not met by~~ SB350, Electrify America, and California Energy Commission Programs. Applicants are required to discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and to provide any supporting evidence that substantiates the need of the proposed stations in the narrative. Additionally, projects may not be located on property belonging to religious institutions.

14. Do we need to be added to any required equipment supply list in order to apply for this grant?

No.

15. Am I reading the guidance correctly that the Tesla connector is eligible under DCFC?

Yes, a standard connector, such as a Tesla, CCS, and CHAdeMO connector, is eligible.

16. Would businesses on tribal lands be classified as government owned sites?

Tribal lands are considered government-owned property and charging sites on Indian tribal lands are eligible under this solicitation if they meet all other requirements.

Note that the Court approved two Trust Agreements: one for the 50 states, the District of Columbia, and the Commonwealth of Puerto Rico, and one for the separate \$55 million allocation for federally recognized Indian tribes in the U.S. For more information about the Trust Agreement for Indian tribes, visit: www.vwenvironmentalmitigationtrust.com/tribe-trust and <http://www7.nau.edu/itep/main/volkswagensettlement/>. Tribes located in California are eligible to apply for funds from both California's Trust allocation and the separate allocation for Indian tribes.

17. Could you please provide additional information on the CEQA Compliance Requirements?

Many of our Project Beneficiaries will be public entities since publicly available government owned sites receive a rebate of 100% project costs. Our understanding is that public entities are often exempt from CEQA. Would a Notice of Exemption be required for each government owned site? In general, it seems Negative Declarations would be acceptable for all other sites as electric vehicle charging from California's predominantly renewable energy grid will not have a significant effect on the environment when compared to fueling vehicles with gasoline or diesel.

All Contractors and Project Beneficiaries will need to comply with CEQA. If an entity is exempt from CEQA and is required to file a Notice of Exemption, then that entity will have complied with CEQA after filing is completed. Please check with each local jurisdiction on CEQA requirements.



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18. If a workplace installs chargers that are accessible to the general public at least 250 days a year during regular business hours, is this site eligible for the 80% of project cost rebate?

The maximum funding for eligible chargers at privately owned properties and that are accessible to the public is 80% of Eligible Costs.

19. Is there anything that project beneficiaries can do to be more appealing to the applicants and/or the VW administrators? Is there a minimum # of chargers that need to go into a given location?

Project beneficiaries will have certain requirements as laid out in the solicitation. Be sure to review the [solicitation](#) to make sure that you can commit to the Program requirements.

The best way to connect with applicants is for project beneficiaries to sign up on the VW Light Duty Infrastructure Website. Once applicants reach out, project beneficiaries can discuss what would be more appealing for them.

There are requirements regarding chargers and locations – please review the solicitation for details.

20. How popular is the program? Have you received multiple applications? Are you expecting many applications?

The VW administrator seeks to award up to \$5 million in Trust funds to approximately 2-10 applicants through this solicitation. This is a competitive solicitation and applications are due by 5PM on July 15th, 2021. The VW administrator will look at applications only after this deadline and cannot share additional details about the applications.

21. Are schools and universities eligible to apply as government or municipally owned facilities?

School district and public university properties are government-owned properties, but private school/university properties are not.

22. Do you consider forklifts and other off-road vehicles as part of this solicitation?

No, this solicitation is for light-duty EV charging stations only. For other categories such as forklifts and other off-road equipment, visit www.californiavwtrust.org for more information. Note that the solicitation for the [Zero Emission Freight and Marine](#) category is scheduled to open on May 25, 2021.

23. Will the vendors OWN the infrastructure? The guidelines mention ownership transfer is possible at some point, which makes it seem like the cities will have NO CONTROL over the stations at all.

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The Contractor can either own the charging equipment or pass the ownership to the Project Beneficiary. If the Contractor chooses to pass ownership of the charging equipment to the Project Beneficiary, the Contractor is still responsible for implementation, operation and maintenance, and data reporting of the station for the contract term. Any agreements regarding change of ownership between the Contractor and the Project Beneficiary must be approved in advance by the VW Administrator.

24. Is there a funding or station limit per beneficiary? How do the beneficiaries know how many stations to request?

No, there is no limit per project beneficiary. Entities interested in becoming project beneficiaries will need to sign-up using this [online form](#). Potential applicants may reach out and work with you to determine and finalize the scope based on charging demand, energy capacity, and costs.

25. Will each vendor applicant include ALL project beneficiary requests in their application? Does the applicant decide which project beneficiary project to include?

Applicants decide which project beneficiaries to include in their application.

26. What is the deadline for project beneficiaries to sign up? Presumably, after some date, their request will be too late.

The project beneficiary list will be published (and updated frequently) on the program website at <https://www.californiavwtrust.org/ev-infrastructure/>. Although there is no deadline, we recommend that you sign up early so that potential applicants can contact and work with you sooner to increase your chances in being included in an application.

27. The guidelines mention geographic gaps – where are these identified?

*Charging sites must fill geographic gaps ~~not met by SB350, Electrify America, and California Energy Commission Programs~~. Proposed stations that are already funded or will be funded by **SB 350, Electrify America, and California Energy Commission** ~~these p~~Programs are ineligible. Applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.*

Additionally, if the program is oversubscribed, after initial review as laid out in the solicitation, the VW Administrator will prioritize charging sites located in counties with a higher need of charging infrastructure by 2025⁵ compared to what is currently available⁶. Details on this are available in the solicitation guidance.

28. Who is responsible for CEQA – the vendor or the project beneficiary?



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The Contractor is responsible for CEQA (among other implementation tasks) but the project beneficiary may need to work with the Contractor to ensure compliance.

29. The vendors will be engaged with a contract – what mechanism will engage the project beneficiary?

The VW Administrator will enter into contract with the applicant (“Contractor”). The Contractor will enter into contract with the project beneficiary.

30. Are there options for the project beneficiary to operate and maintain the stations? Who gets the fees generated by the stations?

This can be negotiated between the Contractor and the Project Beneficiary. If the Contractor chooses to pass operation and maintenance of the charging equipment to the Project Beneficiary, the Contractor is still responsible for operation and maintenance (and implementation and data reporting) of the station for the contract term, based on the contract between the VW administrator and the Contractor.

31. It appears that the vendors will have control over prioritizing stations, is that correct?

Prioritization is decided by the applicant. The applicant may work with the project beneficiaries to make that determination.

32. If a vendor’s application doesn’t pass the initial screening, will that eliminate the project beneficiaries in their application?

All applications will undergo an initial screening process for eligibility and completeness according to the criteria set forth in the solicitation. If the applicant does not pass the initial screening, then the entire application, including the project beneficiaries, will be rejected.

33. Buried in the guidelines (p. 16) is a mention that letters of commitment are required from project beneficiaries – what are the other requirements? This is not listed in the sign-up form. What is the content requirements of these letters? Who should they be sent to?

Applicants will upload the letters to the online application portal. A template is available on the [California VW website](#) (see “Required Supporting Documentation”).

34. In the VW Trust Solicitation Guidance it says contractors must designate parking spaces for “EV charging use only,” can you please explain why this is necessary and if this is an absolute requirement?

One of the goals of this solicitation is to maximize charging opportunities. This requirement is meant to prevent a situation where an EV driver needs to charge but is unable to because a non-EV is parked.



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- 35. Also, I have not seen a FAQ published yet on the website so could you please let me know when/where that will be available?**

This Q&A document is now posted on the [California VW website](#).

- 36. Where can the list of Interested Vendors/Contractors be found?**

See response to Question 11.

- 37. Referring to pg-8 II.G.3: after "contractual obligations are met" then is there no more obligation to replace the units?**

Correct, there are no further obligations after all contractual obligations are met.

- 38. pg-8 II.G.1: What is the definition of "maintain and operate"?**

The Contractor must maintain and operate all funded equipment in service for a minimum of 3 years. "Maintain and operate" means that charging stations must be made available for use at least 250 days per year and for at least 8 hours per day during normal business hours.

- 39. III.A shows limits on funding fraction, is there also a \$-limit per charger or site?**

The maximum funding limits are shown as a percentage of Eligible Costs. While there is no limit per charger or site, this solicitation is competitive and proposals requesting relatively more VW Trust funds per total charging capacity (kW) at a site will rank lower.

- 40. Can "Transit Parking Facilities" or "Transportation Corridors" be exempt from the 50% low-income quota, if they are not in any residential communities?**

There are no exemptions. The 50% target applies to the VW Trust funds available in this solicitation (\$5 million) and is not to specific facility types.

Although 50% of VW Trust funds is reserved to charging sites located in or adjacent (within ½ mile) to Disadvantaged (DAC)/Low Income communities (LIC), the VW administrator's goal is to maximize those funds in or adjacent DAC/LIC.

- 41. III.A Can public schools be counted as government?**

Yes, see response to Question 21.

- 42. Remote but public (Government) facilities (e.g. Forest service, or park-service) are by definition not in any "communities" disadvantaged or otherwise. Does the 50% quota apply to such collections of sites?**

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See response to Question 42.

- 43. pg-7, #II.D.1.d.: Please describe the meaning or intent of this paragraph relating to "Geographic gaps"**

See response to Question 27.

- 44. pg-8 #II.F.8.: Please give the definition of "administrative support".**

Examples of administrative support are accounting for funds, participating or fulfilling an audit, reporting, and record-keeping.

- 45. pg-8, #II.G.3.: Is the insurance (e.g. workmans compensation) for the construction period? If not please clarify this section with examples.**

Contractor shall ensure that insurance as required by law is maintained for the property and for the VW Trust-funded equipment during the contract term.

- 46. pg-8, #II.G.3.: Is the second part of this paragraph require the contractor to warranty against ALL damages (theft, vandalism, misuse, earthquakes ...) for three years?**

Warranty is not a requirement but having it can reduce the cost of replacing equipment due to unforeseen circumstances during the contract term. The Contractor is responsible for ensuring that the funded stations are operable for at least 3 years. Also, see response to Question 3938.

- 47. pg-8, #II.G.3 and #D and #E.: Are the costs of these unusual requirements eligible for reimbursement?**

See "Eligible Costs" in the solicitation to determine what is eligible.

- 48. pg-8, #G.3: Is the contractor responsible for any and all acts by the beneficiary as well?**

The Contractor is responsible for all requirements outlined in the solicitation and will be binded by these requirements in a contract with the VW administrator. The Contractor may choose to pass on some of these requirements to the project beneficiary, however, the Contractor will still be responsible for these requirements.

- 49. pg-10 #III.D: are sales taxes eligible?**

Sales tax is an Eligible Cost.

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- 50. pg-10 #III.C.2.: Does "Co-funding" include any payment made by the beneficiary to cover the large gap between the eligible items (at cost) and the actual price of the project?, if yes how are the rest of project costs to be paid for?**

Yes, any Eligible Costs covered by non-VW Trust funds, including gap funding covered by the project beneficiary, are considered match/co-funding. The Contractor is responsible for any costs that is not covered by this Program. Please get an accurate cost estimate to avoid any cost overruns.

- 51. pg-10 #III.C: How is "co-funding" defined? pg-10 #III.C: How is "Match" defined?**

For the purpose of this solicitation, co-funding and match funding are used interchangeably. Only non-VW Trust funds that are applied toward Eligible Costs can be counted as match/co-funding.

In your budget, show all sources of funding, broken up by line item, and showing only Eligible Costs.

- 52. pg-10 #III.D are payroll taxes and payroll costs, and workmans compensation insurance eligible?**

These are not Eligible Costs.

- 53. pg-10 #III.D last item: who are the parties in the "maintenance agreement"? What services does this agreement cover?**

These are agreements with the vendors who will provide support to the charging stations to ensure that the stations are operable per the requirements in the solicitation. In some cases, the Contractor may also be the vendor and act in this capacity.

- 54. pg-12 #III.F, last par. : "Salaries" are mentioned: Construction workers are only paid hourly, not salaried. Does the installation labor include the site super-intendent or other labor payroll as a salary?**

If the superintendent is conducting construction/installation work, then that labor is eligible. If the superintendent is conducting administrative work, then that labor is not eligible.

- 55. pg-11 #III.F: how long will each approval take?**

Approval of reimbursement requests depends on whether the submitted package is complete. Upon review of the request, the VW administrator may have questions or find that it is incomplete. Thus, the Contractor may need time to gather additional information, revise the invoices, and then resubmit the package, in which case, the approval may take weeks. If the package is complete, approval may take as little as one to two weeks.

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56. pg-10 #III.D: are design costs, and engineering eligible for the incentive?

No, these are not eligible costs because projects must be shovel-ready. See list of "Eligible Costs" in the solicitation for more information.

57. pg-15 #V.B4a: since no expenditures are eligible for reimbursement why is this section asking if permitting has been completed at proposal stage?

Permitting can be completed prior to contract execution to get the project more ready but, if done prior to contract execution, any permitting fees incurred are not eligible for reimbursement.

58. pg-16 #V.B4b: Explicitly, how is one to demonstrate "safety, maintenance, and training procedures are in place"?

For example, describe any trainings that will be given to construction workers and any site control for public safety.

59. pg-16 #V.B4d: Explicitly, what verbiage is needed for the "project plan", is it the same as a "project schedule" or is it the "Method of Procedure" (for example, the procedure equipment is used to dig a trench?), or something else?

Describe your plan during the implementation and operation phases. What are the project tasks, who is responsible for which tasks, and when do you plan to complete each task.

60. pg-16 #V.B4g: Does the roundabout language intend to say: "Provide 6 or more past projects not less than three of which are for government agencies."?

The solicitation states:

"Provide 3 references from prior agreements describe above in section # 3 "Previous Awards," if any, and at least 3 other references for work completed by the Applicant to verify the Applicant's past performance."

This means, if the applicant has received awards from government entities in the past, please give 3 references from those government entities. In addition to those references, please give at least 3 other references for work completed by the applicant.

61. pg-10 III.C1: If LCFS is a considered a co-funding source, then if LCFS is pledged to the contractor by the beneficiary, then will it reduce the reimbursement from the grant? If quarterly LCFS payments are stipulated as co-funding, what is the duration assumed?

Since payment is made by reimbursement, LCFS payments cannot be used as co-funding. However, Contractors/Project Beneficiaries may claim Low Carbon Fuel Standard credits earned by the chargers funded through this Program.

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62. Can you please confirm that images are allowed in the proposal? Similarly, would a narrative cover page count against the word limit?

Images are allowed in the proposal. A narrative cover page would count against the word limit.

63. This question refers to the following language in the [solicitation on page 7](#): Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs.

- Does this mean that projects located in areas that have had a CalEVIP program are not eligible even if those programs are no longer open?
- Similarly, are projects located in areas which used to have SB350 funds for light duty projects not eligible either?
- Does the Electrify America language mean that projects located in the City of Sacramento are not eligible?

I'm assuming 'geographic area' might mean neighborhood or immediate vicinity. Any maps or lists of ineligible cities/counties would make this much more clear.

See responses to Questions 13 and 27.

Areas where the CEC (e.g., CalEVIP, ARFVTP), SB350, and Electrify America Programs were previously or currently available are eligible if the proposed project is not co-funded by those sources. Applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.

64. Matching Fund – what is the minimum requirement in terms of percentage of the total project cost (?) Are in-kind or services acceptable?

Required match (expressed as a percentage of Eligible Costs) is as follows:

- 0% for publicly accessible charging stations at government-owned properties;
- 20% for publicly accessible charging stations at privately owned properties; and
- 40% for charging stations serving employees and visitors at workplaces and multi-dwelling units (serving both residents and guests)

*See "Funding Minimum and Maximum Limits" in the solicitation for more information. In-kind match is **not** acceptable.*

65. Board Resolution – if required, what is the deadline for submission? Is a Blanket Resolution acceptable? Otherwise, is there a Resolution template we are required to use?



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Board resolution is not required. However, letters of commitment from the project beneficiaries are required. A template is available on the [California VW website](#) (see "Required Supporting Documentation").

- 66. Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs. Is the VW team able to describe this requirement in more depth? Does it mean that projects located in areas that have had a CalEVIP program are not eligible under the VW solicitation? Does the VW team have a map or lists of zip-codes that are outside/inside of the geographic gaps?**

See responses to Questions 13, 27, and 63.

- 67. When awarded, is an applicant able to change their DCFC equipment brand from the one that they originally applied for?**

Yes, the applicant is able to change brands post-award as long as the power output is the same or higher, the equipment still meets the Program requirements, and this change would not negatively affect the applicant's ranking.

- 68. Safe to say the hydrogen infrastructure includes on site hydrogen storage tanks on large facilities? How about the mobile hydrogen trailer or tanker that dispenses the hydrogen throughout the facility? Would VW cover this?**

To clarify, this solicitation is for EV charging stations only. Hydrogen stations are not eligible under this solicitation. A solicitation in partnership with the CEC for the \$5M of VW funds for the light-duty H2 infrastructure was closed last year and those funds have been awarded. For more information, visit <https://www.californiavwtrust.org/h2-infrastructure/>.

- 69. Could you please clarify about a 2 week delay in processing for project beneficiary list on the website?**

We will be updating the list of project beneficiaries at least weekly.

- 70. Should the publicly accessible sites be open 24hrs/day?**

Charging stations must be available for use at least 250 days per year and for at least 8 hours per day during normal business hours.

- 71. Project beneficiary eligibility- Do the chargers need to be used for employees personal vehicles in order to qualify as "workplace"? Are chargers used for EV fleet vehicles for a public agency (not open to the public) eligible as a project beneficiary?**

Private workplace chargers can be for fleets, employees, and visitors.



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Private workplace chargers for a public agency's EV fleet are eligible, as long as the chargers meet all other requirements. In this case, the public agency may sign up as a project beneficiary. To sign up to be a project beneficiary, enter your information on [this form](#).

72. So CALeVIP is not eligible co funding, but the requirements also specify that ' must fill geo gaps not met by SB350 etc. '. Does that mean that any county that had or will have CALeVIP funding will be excluded?

No, see responses to Questions 13, 27, and 63.

73. Who would receive the LCFS credits? Applicant or Beneficiary?

The Applicant/Contractor and the Project Beneficiary would need to work together and determine who gets to claim LCFS credits.

74. Can you please define "shovel ready"

Shovel ready means that the site is at the stage where construction can begin.

75. Can matching funds come from Investor Owned Utility programs? Such as SCE's ChargeReady program?

See response to Question 1.

76. Can you please describe this requirement found in the guidelines in more depth? "Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs."

See responses to Questions 13, 27, and 63.

77. If selected as a beneficiary, will the program cover 100% of the installation costs (equipment and stub out?)

Maximum funding limits are expressed as a percentage of Eligible Costs and are dependent on whether the property is government-owned and whether the charging station is publicly available. For example, the program can cover up to 100% of Eligible Costs for publicly accessible stations installed at government owned facilities. See "Funding Minimum and Maximum Limits" in the solicitation for more information.

The applicant, however, may choose to request less funding to be more competitive, in which case, the Contractor is responsible for any gap funding and/or may pass some of those costs to the Project Beneficiary. The applicant/Contractor should discuss this with the project beneficiary upfront to make sure the team is on the same page in terms of expectations.

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78. Are tribal lands considered government owned entities?

See response to Question 16.

79. Can a project beneficiary be a part of more than one applicant's application?

Yes, a project beneficiary can be part of more than one applicant's application.

80. Do permits need to be acquired in order to be considered shovel ready?

No, permits can be obtained after contract execution. Also, see response to Question 59.

81. Who owns the charging stations, applicant/contractor or beneficiary?

See response to Question 23.

82. Can the Project Applicant be different from the owner and operator of the station?

See responses to Questions 23 and 30.

83. Will installers be required to have appropriate EVITP certifications?

Installers are not required to be Electric Vehicle Infrastructure Training Program (EVITP) certified.

84. Are charging sites within 1/2 mile of a LIC/DAC required to have publicly available chargers?

No, sites within ½ mile of a DAC/LIC are not required to have publicly available chargers.

85. Is labor associated with site design (single line drawings, load calcs, etc.) an eligible cost?

No, labor that is associated with site design is not an Eligible Cost.

86. What will be the timing of grant payments? Can progress milestone payments be arranged?

Payment will be issued within 30 days of an approved request.

Applicants/Contractors must have the financial ability to pay upfront for all costs necessary to complete their projects. Contractors may submit one reimbursement request monthly for any stations where all work has been completed and all eligible costs incurred have been paid. No other milestone payments can be arranged.

87. Are there any requirements related to ownership of LCFS credits resulting from the project?

See responses to Questions 5 and 73.

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88. The project narrative section mentions indicating whether a permit has been obtained. Will projects already permitted be given preference?

No, there are no preferences for projects that have already obtained a permit.

89. Some sites such as federal facilities are not under the jurisdiction of any Building departments. What inspections are required?

Check with your local jurisdiction on what permitting inspections are required.

As part of the program, Contractors must agree to allow the VW Administrator or its designee to inspect the installation premises of the charging stations after the receipt of an application and for up to 36 months after the issuance of a reimbursement payment.

90. Does the insurance need to be specific to the chargers or is it OK to have coverage for the facility itself? What about public agencies that are self-insured?

Insurance includes, but not limited to, property, liability, and workers compensation insurance. Property insurance should cover an amount of not less than the insurable value of the equipment funded and covering all risks of loss, damage, or destruction of such equipment.

The VW administrator may, at its sole discretion, accept self-insurance in lieu of any required policy of insurance.

91. Are projects ranked on the number of chargers? Is there a minimum number of chargers need to be installed on a site?

Projects are ranked based on the requested VW funds and the maximum charging capacity (kW) at each site, where a lower amount of funds requested coupled with a higher charging capacity will be ranked more highly.

There are requirements regarding chargers and locations – please review “Minimum Proposal Eligibility” in the solicitation for details.

92. Can you provide a link to the location to sign up to be a project beneficiary? I am having trouble finding the correct location on your website.

To sign up to be a project beneficiary, enter your information on [this form](#)

93. Where can the list of Interested vendors/contractors be found?

See response to Question 11.

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- 94. Can you please discuss the rules for stacking funds with other programs? The slide stated CEC funding is not allowed. Does this include CALeVIP which has funding from the CEC. but partners as well (air districts, CCA's, POUs)**

CALeVIP cannot be stacked with this program regardless of who the administrator is. See responses to Questions 1, 13, 27, and 63.

- 95. Does the Project Beneficiary have full rights to the LCFS credits including Capacity Credits?**

See response to Question 73.

- 96. Will there be any payment made in advance by the grantor? If not, when will the reimbursement payment be made?**

See response to Question 86.

- 97. Who would be a project beneficiary for a local government placing EVSE in public parking (garage, park, etc...)? Wouldn't that be the applicant also in this case?**

Yes, if the site is owned by the applicant, then the project beneficiary would be the applicant.

- 98. Where do we find the "geographic gaps" so as to avoid them?**

See responses to Questions 13, 27, and 63.

- 99. Do project beneficiaries need to be named by the applicant in advance or can they be determined after award? Example being an investor or investor group that buys land or property, improves the site, and then leases out facilities (e.g., convenience store, coffee shops, fast food, etc.).**

Project beneficiaries need to be identified as part of the application because they need to provide letters of commitment.

- 100. This question refers to the following language in the solicitation on page 7: Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs. Does this mean that projects located in areas that have had a CalEVIP program are not eligible even if those programs are no longer open? Similarly, are projects located in areas which used to have SB350 funds for light duty projects not eligible either? Does the Electrify America language mean that projects located in the City of Sacramento are not eligible?**

See responses to Questions 13, 27, and 63.

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- 101. Is it possible for the Applicant / Contractor to apply with sites from multiple Beneficiaries, build those stations and then sell the chargers at some or all of those sites to the Beneficiaries?**

See response to Question 23. The Contractor may choose to pass ownership to zero, some, or all charging sites; however, the Contractor is still responsible for all obligations in the contract.

Note that passing ownership to the project beneficiaries is different than "assignment," which is described under "Project Operation Requirements" in the solicitation.

- 102. Is it the responsibility of the applicant to explain why the location of a station fills a gap that was not met by SB350, Electrify America, & CEC?**

Yes, applicants must discuss how the proposed stations are filling a gap (e.g., physical or capacity gap) and provide any supporting evidence that substantiates the need of the proposed stations in the narrative.

*Charging sites must fill geographic gaps. **Match/co-funding may NOT include funds from** ~~not met by~~ SB350, Electrify America, and California Energy Commission Programs. Proposed stations that are already funded or will be funded by these programs are ineligible.*

- 103. For counties or cities that have EV Readiness Blueprints in place, will contractors be asked to reference the Blueprint to see if the proposed EVSE location fills a gap in EVSE availability relative to the county or city?**

No, that is not an ask of the Contractors.

- 104. Is it correct that all awarded (e.g. \$2.5M) worth of equipment be purchased within 5 months of NTP, even if installation is a year away?**

Purchase orders must be submitted within 5 months of Notice to Proceed. All funded equipment must be placed into service and operational within 18 months of the date of the Notice to Proceed.

- 105. Instead of upgrading utility electrical service at a site (e.g. transformer installation), would solar or battery energy storage systems be considered eligible costs as part of the EV charging infrastructure proposal?**

No.

- 106. Can an Applicant be a Project Beneficiary?**

Yes.

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107. Will public EVSE and DCFC have to comply with new DMS and CARB regulations?

Yes.

108. How exactly is EVI Pro scored? % of 2025 already built or number still to be built?

Electric Vehicle Infrastructure Projection (EVI Pro) is an online tool that estimates the number of stations that is needed by 2025. The VW Administrator will prioritize charging sites located in counties with a higher need of charging infrastructure by 2025 compared to what is currently available.

109. Technical question about maximum charging capacity (kW) at each site. How is it calculated?

- A) the combined nameplate rating of each charging port or dispenser**
- B) the power dispensing capability if all charging ports have a vehicle simultaneously connected to it**

The site is calculated by using Method B.

110. How do we find the geographic gaps mentioned in the RFP? are these to be avoided or to be covered?

See responses to Questions 13, 27, and 63. To find existing stations, visit the [US DOE Alternative Fuels Data Center](#) and [Plugshare](#). Additionally, for SB350, check with your utility. For Electrify America, check [here](#). For the California Energy Commission, check [here](#) and [here](#).

111. We are having great difficulty on how the funding will work given all the rules. Is this an allowable funding scheme?

Implementation price	\$100	total of eligible and not				
Maintenance/Insurance	\$20	non eligible				
Sales Taxes	\$10	non eligible				
Interest	\$10	non eligible				
Eligible costs=Trust + Cofundin	(\$50)	At cost as incurred by contractor				
LCFS	(\$10)	Arbitrary time window (LCFS is NOT a co-funding source)				
revenues	(\$10)	Arbitrary time window				
Beneficiary down payment	(\$10)					
Financing	(\$60)	paid over time by beneficiary				

Please show only Eligible Costs (sales tax is eligible and maintenance agreement that is paid upfront is also eligible). A list of Eligible Costs is available in the solicitation. VW Trust funds will be paid only on a reimbursement basis.

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112. Is interpretation of co-funding correct?

Eligible costs/reimbursed	\$50						
Co-funding		\$10	e.g. SCE incentive				
VW trust		\$40	the difference of total costs				

See Match Funding Requirement in the solicitation for more information.

113. How do we apportion any co-funding (e.g., SCE rebate) for eligible vs. ineligible costs?

See Eligible and Ineligible Costs in the solicitation for more information.

114. In terms of ranking of locations:

- Any distinction between locations that are both low income and DAC versus just low income or just DAC?

No.
- Between sites that are all DAC/Low income (if oversubscribed) –
No.
- Do you first rank based on funds/kw and only if equal rank on EVI pro as a tie break OR do you rank all DAC/low income first on EVI pro need and use funds / kw as tie breaker?

The VW administrator will look at all eligible sites in or adjacent to DAC/LIC first and then rank by VW Trust funds requested per kW, and then, if the program is oversubscribed or if any tie breakers are needed, prioritize based on need (i.e. EVI Pro tool).

- How exactly do you use EVI Pro for scoring ‘higher need of charging infrastructure’? Evi Pro has established 2025 ranges per county. Do you subtract chargers that are existing today? Do you count Tesla Superchargers as filling part of that need? Do you rank on relative need (%) of absolute need (number of chargers) per county?

See response to Question 108. The VW Administrator will be using data from the US DOE Alternative Fuels Data Center for charging stations that are currently available. Yes, existing Tesla chargers will be counted as filling that need.

- For EVI pro do you use the 2018 model or the one that was just published last week?

The VW Administrator will use the most recently approved version of the tool at the time of evaluation.



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115. What format or verbiage of commitment by site host is acceptable? Can a contract suffice for that purpose, or two documents are needed?

See response to Question 33. The applicant will need both letters of commitment from the project beneficiaries and a template of the agreement between the Contractor and the project beneficiary.

116. Surety bonds are not an eligible cost (p11). But are they required by the Carb?

Applicants/Contractors must have the financial ability to pay upfront for all costs necessary to complete their projects. See "Ineligible Costs" in the solicitation for more information.

117. pg-8, #G.3, do "other causes" include the site owner's acts?

Yes. If any funded equipment become inoperable, the Contractor is solely responsible for replacing the inoperable equipment at their own expense if any of the contractual obligations have not been met.

118. Can the Owner and Operator of the station hire the Project Applicant to maintain the stations?

See responses to Questions 23 and 30. Additionally, a maintenance agreement, if paid upfront, is an Eligible Cost.

119. FreeWire Technologies' Boost Charger is a dual-port DCFC which can provide up to 75 kW to two vehicles simultaneously. Would one Boost Charger unit count as two chargers under the program guidelines?

This would count as one charger since each port would not meet the minimum 50kW rate.

120. If a Project Applicant applies for \$2.5 million in project costs, will BAAQMD cover 80% of the total project costs (\$2 million)?

See "Funding Minimum and Maximum Limits" in the solicitation for more information. This is a competitive solicitation and applicants may request less VW Trust funding to be more competitive.

121. Would you be able to provide a list of attendees to the previous Webinar hosted on May 26th, 2021?

No.

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122. - A requirement from the solicitation says that charging sites "Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs." Does this mean that projects located in IOU territory are not eligible or simply that applicants can't leverage funding from the IOU programs that were approved under SB 350?

This means the latter. See responses to Questions 13, 27, and 63.

123. - A related question: can applicants leverage utility-side make-ready funding (likely coming this summer) approved under AB 841 as match for this grant?

Yes.

124. - It appears from the section pasted below that an Applicant/Contractor could not work with multiple Beneficiaries if the intent is to sell / transfer ownership of the chargers to those Beneficiaries after building the projects. Seems like the Applicant either has to 1) own all the grant-funded chargers for the 3 years or 2) sell all of them to a single entity. Is this accurate? Or is there a way Applicants/Contractors can build multiple projects for multiple Beneficiaries that would be owned by those Beneficiaries?

"The new owner must purchase all the chargers funded under this funding opportunity. Individual chargers cannot be transferred during the term of this Funding Agreement."

See response to Question 101.

125. As part of the qualifications, the solicitation states that the chargers "Must fill geographic gaps not met by SB350, Electrify America and California Energy Commission Programs." What is defined as a "gap". Is this a 10,20,50,100 ,mile distance from a previous installation.

See responses to Questions 13, 27, and 63.

126. How can we determine if a previous installation was a part of SB350, a CEC or an ELAM program?

See response to Question 110.

127. What would be the correct way for a municipality to apply who is managing the construction of EVSE? We have current projects underway, but most locations are in public parking garages and at public parks parking lots. All projects are sent out to bid using the RFP process. How would this work? Would we also be the public beneficiary?

If the municipality meets the "Minimum Proposal Eligibility" and all other requirements, then the municipality can be both the applicant and the project beneficiary. The municipality would need to complete the RFP process and get stations built and placed into service within 18 months of the Notice to Proceed.



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128. One of the requirements in the guidelines states that each charging site "Must fill geographic gaps not met by SB350, Electrify America, and California Energy Commission Programs". Does this mean the EV charging stations can't be installed with CA VW Mitigation Trust funds and one of those above stated sources? Or does it mean that the chargers being installed have to be located outside of a certain radius of other charging stations?

See responses to Questions 13, 27, and 63.

129. Per the "Eligible Applicants" section of the program's webpage, it states that eligible applicants must have the following experience:

"20 DC Fast Chargers and/or 100 level 2 chargers at three or more different property locations and for three or more different customers in California since January 1, 2018."

In order to be eligible, do applicants have to meet both of these criteria? Or do they only have to meet either the DC Fast charger installation experience or the level 2 charger installation experience?

Applicants need to meet either the DC fast charger or the level 2 charger installation experience.

130. Can potential Contractors or Project Beneficiaries schedule a meeting with you to review program requirements prior to the application submittal deadline?

No. Because this is a competitive solicitation, the VW administrator cannot have any one-on-one meetings with potential applicants or project beneficiaries.

131. Will costs for design and permitting (not yet incurred) be eligible for reimbursement?

No.

132. Are chargers at non-public sites required to accept credit card payments?

Yes, all chargers must be enabled to charge a fee for use and accept some form of on-site payment via credit card. Chargers cannot require membership for use.

133. Is teaming with another entity possible by way of submitting the application?

Yes, teaming is fine but a single entity must be responsible for being the lead and responsible for fulfilling all grant obligation (i.e., VW administrator will sign an agreement with one entity, not two or more for each project).

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134. If a subcontractor pays for certain materials directly, will that be sufficient proof of payment or should only the prime contractor make payments?

Subcontractor costs incurred are eligible for reimbursement if the lead Contractor can show the cost was pre-approved and they have paid their subcontractor.

135. In many cases of a government agency as the beneficiary, the size of project may reach a threshold that requires a separate RFP leading to their loss of interest completely. One solution is the beneficiary pay for the large ticket items such as the chargers. Will their proof purchase suffice for reimbursement to then or through the contractor?

See response to Question 134.

Note that costs must be incurred during the term of the Funding Agreement (contract between the VW Administrator and Contractor) and are listed in the solicitation to be considered Eligible Costs. Contractors can request VW Trust Funds for reimbursement for Eligible Costs or use Eligible Costs towards match requirements.

136. Labor costs are eligible for the incentive, but LABOR costs are not defined. The segment below states labor costs must be substantiated which perhaps means it can't be loaded, nor even the payroll taxes and overhead are explicitly mentioned. Please clarify by detailing eligible labor costs and the necessary documentation.

Contractors will also be asked to sign an affidavit indicating that they complied with all requirements, including prevailing wages and labor costs. Costs that are not substantiated properly will not be eligible for reimbursement

Labor costs directly associated with the installation are Eligible Costs. These would need to be substantiated with documentation (e.g., timesheets showing hours billed to project, paystubs showing hourly rate).

137.

- **Are construction equipment costs (digging, boring, restoration of concrete, asphalt, landscaping etc) eligible?**
- **How are they substantiated if the equipment is owned?**
- **Are necessary electrical upgrades, including costs charged by utility labor and materials (paid upfront) eligible for the incentive?**
- **Are site modification cost that would permit public access eligible for the incentive?**
Are electrical parts (wire, conduit, panels, breakers, etc) eligible for the incentive?
Are the costs for third party inspections (if required by any authority or utility-co), eligible for the incentive?
There are numerous small parts that are used (tape, screws, paint, ...) for



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**which there will be no POs. How are these costs documented?
Are the Engineering (and drawings) costs eligible for the incentive? How are these to be substantiated?**

If costs can be substantiated, listed under Eligible Costs, are directly related to project, and incurred during the Funding Agreement, then they can be considered eligible for reimbursement, otherwise no. Eligible costs must be documented in a line-item budget/invoice and must also include proof of payment paid by Contractor. Engineering costs are not eligible for the incentive.

138. Can individual city business license costs be counted under Permit costs?

No.

139. What happens if enough site owners change their mind (after the grant has been awarded) such that the remaining installations fall below the thresholds on Pg-10#B?

Award will be cancelled.

140. (p10 last line) when it comes to "paid upfront" eligible expenses, will the grant need to see an invoice already-paid by the beneficiary? Alternatively, is it possible to state in their contract makes it clear the charge will be paid by the grant as if paid "upfront"

The grant does NOT pay for any costs incurred prior to the issuance of a Notice to Proceed, that will be issued after execution of contract with selected Contractors. Any costs that are incurred by either the Contractor or a sub (or other) prior to the issuance of a Notice to proceed are not eligible for reimbursement.

The solicitation states that "maintenance agreement and network fees that are paid upfront" are eligible costs. This means that if the network fees were paid after installation (instead of on an annual basis) and you submit those costs for reimbursement that would be an eligible cost. Each site may submit only one invoice after installation. If the maintenance agreement and network fees are not incurred by the time of invoice submittal, then the VW Administrator will not be able to reimburse those costs.

141. For eligible costs such as hardware is a PO and proof of delivery sufficient? (Manufacturers may allow terms until after the incentive has been paid.)

No, eligible costs must be documented on a line item budget/invoice and must also include proof of payment paid by the Contractor.

142. Are all travel and lodging costs for the construction crew also eligible for reimbursement?

No.



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143. The unconditional, full insurance coverage required by the solicitation (for three years) does not exist as a product. The contractor will have to self-insure. How can this be shown to be paid upfront?

Insurance is not an Eligible Cost.

144. Until construction is substantially complete every site will contain unknowns. Please confirm that ALL hardware must be anticipated and paid for within five months even if they may sit uninstalled for many more months. Also that any added eligible hardware will not be reimbursed after the fifth month.

All costs that are requested must be identified in detailed quotes at the time of application. Any costs that are not pre-approved are not eligible. Contractors must meet all milestones described in the solicitation.